

Extracting useful information from some of the data described in the following sections sometimes required evaluating data from other sources and synthesizing the results. Other sources of information were reviewed based on well known principles employed in most bikeway master plan projects. For instance, residential areas are, in general, trip origin points. In all cases, the primary information sought was how and where changes are projected to occur in Chula Vista in the near future.

In terms of bikeway facility planning, significant concentrations of housing or employment can better support the costs of bicycle facilities because potential users are clustered. Higher housing or employment densities tend to be the most cost-effective situations for bicycle facilities because they provide the most potential users for a given area.

### 4.1 Existing Land Use

Existing land use in Chula Vista displays a distinct dichotomy between the western and eastern halves of the City. The western half is a conventional urban street grid pattern of primarily low and moderate density residential development with pockets of many other land uses such as public services and industrial. The concentrations of commercial, office and moderate density residential land use occur primarily along the major north/south thoroughfares.

Just east of I-805, land use is low density residential in a typical curvilinear suburban configuration with fingers of open space separating neighborhoods. There are some pockets of commercial and moderate residential density along major east/west thoroughfares in the eastern portion of Chula Vista. Approximately two thirds of eastern Chula Vista's existing land use is currently categorized as vacant/undeveloped lands that had been primarily ranchlands east and south of the developed

residential areas. Two large areas categorized as agriculture occupy a significant proportion of the eastern half of Chula Vista. (See Figure 4-1: 2002 Land Use.)

### 4.2 Future Land Use

Comparison of the 2002 and projected 2030 land uses reveals several noteworthy changes. A trend that commonly occurs as a city matures is that changes in land uses tend toward conglomeration, creating fewer but larger blocks of similar land uses. This trend is clearly visible in the land uses in the eastern portion of Chula Vista. (See Figure 4-2: 2030 Land Use.)

Another noticeable change in the year 2030 data is the fate of land in the eastern portion of the City currently designated as agriculture and vacant/undeveloped. These two land uses will have been completely replaced, primarily by low density residential and open space. This is a trend common to expanding cities throughout southern California.

The resulting development pattern in these areas resembles the areas immediately east of I-805, but many of the new neighborhoods will differ from the existing residential areas in having cores of mixed use and moderate residential density, rather than low density residential with strips of other uses along the arterial roadways only. Though agriculture will no longer exist, open space increases significantly as buffers around individual residential neighborhoods and as large areas along the southern and eastern city limits.

The land use changes noted above indicate a trend toward more concentrated development, in general, and more housing, in particular, in the eastern portion of the City. This will tend to create new demands for bicycle facilities where no concentrated land uses had existed before. Among the new more concentrated land uses is the proposed university